

APPENDIX 6

Candidate 2030 UVTN Corridors

| City Subarea | Primary Street of Segment | Between ... | And ... | Justification | | | | | | Notes |
|--------------|---|------------------------------|------------------------------|---------------|-------------------|---------------|-----------|-----------------|------------------------|--|
| | | | | Built Density | Built Institution | Zoned Density | Ridership | Connects UV, UC | Mobility within UV, UC | |
| E | MLK | Madison | McClellan LRT | x | | | x | | x | Some density, but too close to 23rd to be definite. |
| E | Madison | 23rd Ave | Madison Park | | | | x | | | Completes Madison corridor, but w/lower ridership. |
| E W | Mercer (Lakeview, Bellevue, Roy) | Elliott & Mercer | Broadway & Roy | | x | x | | x | x | Important new crosstown for South Lake Union. Possibility of using Republican between Dexter and Fairview, if this is developed as a more transit-friendly street. |
| N | Wallingford Av, Meridian, 65th St | 40th & Wallingford | Roosevelt LRT | x | | | x | | | Difficult operations on narrow streets LRT will replace some of the N-S market here. |
| N NE NW | 130 St, 125 St | Greenwood | Lake City Way | | | x | | | | Definite if LRT station is built at 130 St. |
| NE | NE 65 St | 25 Av NE | 35 Av NE | | | x | | | | Would be upgraded to UVTN only if 35 Avenue NE were also. |
| NE | 35 Av NE | NE 125 St | University Dist. | | | | x | x | | Built at low density but with some strong neighborhood nodes. Could become important as a link between Lake City and University District, though Lake City Way should be preferred for this purpose. |
| NE | 25 Av NE | NE 65 St | Lake City Way | | | | | x | | Low density, but possibly needed to connect 25 NE corridor to Northgate or Lk City. |
| NE | Sand Point Blvd. | Princeton/Sand Pt (NE 50 St) | NE 74 St | x | x | | x | | | Sand Point beyond Princeton has areas of density but is a weak anchor. Could become Definite corridor given further development around Magnuson Park. |
| NE | Current 74 Routing (50 St., Ravenna, 55 St) | University Dist. | Princeton/Sand Pt (NE 55 St) | x | | x | | | | Various pockets of density, including Greek Row and areas north and west of University Village, but much weaker than other UVTN corridors in the area. |
| NW | 15 Av NW | NW 85 St | Market | | | x | | | x | Possible residual local market for trips too short for monorail. |
| NW | 65 St | 15 Av NW | 24 Av NW | | | x | | | x | Possible as part of internal circulation system for large Ballard UC. |
| SE | ML King | McClellan LRT | Henderson LRT | x | | x | x | x | x | Could be a significant local market along MLK due to wide LRT station spacing. |
| SE | Michigan, | SR 99 | Othello LRT | | | x | | x | x | A possible crosstown corridor, oriented toward Morgan |

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| | | | | Built Density | Built Institution | Zoned Density | Ridership | Connects UV, UC | Mobility within UV, UC | |
| | Bailey, Albrow, Swift, Othello | | | | | | | | | Junction, but the corridor through South Park is the first priority. |
| SW | 35 Av SW | Avalon | Morgan | | | x | | x | | This segment lacks the continuous density to support UVTN. Definite corridor for outer 35th extends from Morgan Jct. |
| SW | 16 Av SW, etc. | Delridge & Graham | 16 Av & Holden | | x | | x | | | Community College is the only significant market on this segment. |
| SW | Morgan, Dumar, Holden | Calif & Morgan | SR 99 | | | x | | x | | West side of possible crosstown line linking Morgan Junction and Othello LRT |
| SW | Henderson, 9 Av SW | Westwood/White Center | SR 99 | | | x | | x | | Possibly useful as link to Westwood / White Center. |

* Areas:

| | |
|----|--|
| E | E of downtown or Lake Union, between Ship Canal and Yesler |
| N | N of Lake Union and Ship Canal, between Aurora and I-5 |
| NE | N of Ship Canal, E of I-5 |
| NW | N of Ship Canal, W of Aurora |
| SE | East of 1st Av South, S of Yesler |
| SW | West of 1st Av South |